

COMMUNITY DESIGN + ARCHITECTURE

Region • City • Neighborhood • Building

Memorandum

September 29, 2004

To: Carey Lando, Transportation Authority of Marin

From: Thomas Kronmeyer and Phil Erickson, Community Design + Architecture

Total of 2 pages

Re: **Marin TPLUS Project (CD+A No. 0313)** — *Summary of Input from TAM Commissioners at Board Meeting on 9/23/04*

This memorandum provides a summary of comments and suggestions that have been received from TAM Commissioners and the Public at the TAM Board Meeting on September 23rd, 2005.

Commissioner's Comments on the TPLUS Program – Principles, Issues, and Barriers

General Comments

- TAM Commissioner and Advisory Committee Member Larry Chu emphasized that the Advisory Committee is looking for input from the TAM Board as to whether the TPLUS program is headed in the right direction.
- Question: The input summary contains a statement that “No best practices are needed.” Was this an isolated comment?

Response: Yes.

Comments on Principles Document

- Question: How will it be resolved that goals cited in the “Related Local Goals” column are (seemingly) contradictory (example: Principle #5; first two of the listed goals; existing vs. new neighborhoods)?

Response: These goals are not necessarily contradictory. The toolkit can address both, how (larger scale) new development can create a residential neighborhood character of its own that is compatible with nearby existing neighborhoods, and how to design (small-scale) infill development that fits in with the context of an existing neighborhood. CD+A will also review Goal V.1 from the DRAFT Corte Madera General Plan to clarify if the goal applies to both new and infill development and will discuss with Corte Madera staff if necessary.

- Comment: The State Director of Health has stated that obesity is a major health problem, in part created by a built environment that does not encourage and support walking. Therefore the creation of a pedestrian-friendly environment should be a more prominent and explicit part of the TPLUS Principles than currently expressed in the draft document.

Response: Yes this benefit of pedestrian design will be discussed. Will look to clarify in the Principles/Benefits tables.

- Comment: Principles and benefits should clarify importance of safe walkability for children both in routes to schools and for daily activity around neighborhoods.

Response: Yes this benefit of pedestrian design will be discussed. Will look to clarify in the Principles/Benefits tables.

- Comment: Not sure any transit corridor in Marin could be called “major” (text under Principle #2).

- Related Comment: Investment of transportation funds and toolkit efforts should focus on corridors with regional importance and multi-modal transit hubs, as improvements to these will have the biggest impact.

Response: Could rephrase “major transit corridors” to “corridors with higher transit frequencies, transfer stations, and...”.

- Comment: Text under Principle #2 states that “11% of Marin is developed”. Be clear how much land in Marin is “developable” and how much is permanent open space.

Response: Will make this change.

- Comment: Joint Specific Plans with neighboring jurisdictions are a good tool. This approach has worked well for Novato in cooperation with Marin County in relation to Gness Airfield.

Response: This existing experience will be good to reference in the toolkit.

- Comment: Principle #2 refers to “already developed areas”. Suggestion to directly address “brownfields” and their issues and potential with respect to infill development.

Response: Can add reference to brownfields and “greyfields” (surface parking lots) in the italicized discussion of this Principle.

- Comment: Principle #2 related local goals refers to “nodes” in Countywide Plan Goal CD-2.4, what does this mean?

Response: Will review Goal to see if clearer definition is provided.

- Comment: Be sure to provide guidance on how to create and design a system of accessways that are ADA compliant and further the mobility of the disabled.

Response: Will provide a definition of pedestrians that makes it clear that disabled are included as pedestrians; ADA compliance will be referenced throughout the Toolkit in appropriate locations.

- Comment: Affordable housing is an important land use component of mixed-use development near transit. Efforts to produce more affordable housing in Marin should therefore be focused on locating such housing in proximity to transit.

Response: Yes, this is discussed in existing documents and will be included in Toolkit.

- Comment: The toolkit should contain forward thinking “parking ratios for the 21. Century”.

Response: Nelson\Nygaard’s work on existing parking policies will provide a basis for recommendations in the Toolkit.

Public Comments on the TPLUS Program – Principles, Issues, and Barriers

Comment on Principles/Issues Documents

- The TAM should take the lead in implementing the principles. This should be stated in the principles, and issues documents.